



## CHARLESTON BRANCH PILOTS' ASSOCIATION

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February 26, 1999

Ms. Sherry Carberry  
Environmental Scientist  
URS Greiner, Inc.  
P. O. Box 31646  
Tampa, FL 33631-3416

Dear Ms. Carberry:

This is in response to your letter of February 16, 1999 to CAPT Bob Bennett, the Administrator of our organization. You quoted the Daniel Island Port EIS which projected increases in total vessel arrivals to 6,275 in CY2020, and asked us to respond concerning our ability to handle that number of vessels.

Probably the projection of 1000 TEUs per ship call may be understated in the next twenty years. While we have no knowledge about the average number of TEUs now being transferred per ship, we believe that that number will increase. Larger, post-Panamax vessels will mean that each ship visit must handle a greater number of containers than now being experienced in order for the larger ships to meet their economical operational goals. Nevertheless, let me state that we handled 2401 arrivals in CY1998 with 16 pilots. Simple mathematics will yield the proportionate number of pilots needed in 2020, using your estimate of 6275 ship arrivals, to be 42.

Presently we are training four apprentices who will complete their three year apprenticeship in about 18 months, and they may be expected to work for at least 30 years. With no mandatory or deaths, we will have 20 pilots by the year 2001.

Pilotage at Charleston is regulated by the Commissioners of Pilotage, Port of Charleston, a division of the S. C. Department of Labor, Licensing and Regulation. The Commissioners use a workload formula that requires one fully licensed pilot for each 300 piloted vessel movements

(2400 arrivals + 2400 departures, divided by 300 = 16). The Commissioners regulate the selection, training, qualification and licensure of pilots pursuant to Chapter 136 of the S. C. Code of Regulations. Therefore, upon monitoring trends in the annual increases in workload, the Commissioners will continue to select and certificate sufficient numbers of apprentices to meet the projected workload well in advance of actually realizing those workloads. It is necessary to properly forecast the future workloads so as to enable each apprentice to complete the mandated three year apprentice training program as well participate in the additional three-year period of restricted, graduated licensure that follows apprenticeship.

Between the years 2001 and 2020, we project that eight of our present sixteen pilots will retire. We are confident that we will have no difficulties in training and qualifying 30 additional licensed pilots in the years between 2001 and 2020 if, in fact, that number, based upon the projection of 6275 ship arrivals, is accurate. Considering that figure is accurate, the apprentice class of 2003 would be four persons, the class of 2006 would also be four, the class of 2009 would be five, the class of 2012 would be five, the class of 2015 would be six, and the class of 2019 would be six; totaling 30 licensed pilots.

If we can be of further assistance, please call me or Bob Bennett.

Sincerely,

A handwritten signature in dark ink, appearing to read "Whit Smith", with a stylized flourish at the end.

Whitemarsh S. Smith, III  
President